NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM

NOTICE OF FUNDING OPPORTUNITY

IOWA DOT

December 2023

TABLE OF CONTENTS

1.0 Overview 3
1.1 Background 3
1.2 Introduction 3
2.0 Attachments and Reference Documents 4
2.1 Attachments 4
2.2 Reference Documents 4
3.0 Applicant Eligibility 4
3.1 Eligible Applicants 4
3.2 Ineligible Applicants 4
3.3 Application Limitations and Requirements 5
4.0 Eligible Projects 5
4.1 Project Requirements 5
4.2 Priority AFC Zones 5
4.3 Eligible Costs 7
4.4 Ineligible Costs 8
5.0 How to Apply 9
5.1 General Application Requirements 9
5.2 Application Contents 9
5.2.1 Technical Application Form 9
5.2.2 Cost Proposal Form 9
5.2.3 Letter from the Site Owner 10
5.2.4 Letter from Bank or Financial Institution 10
5.2.5 Utility Data Request Form 10
5.3 Application Timeline 11
5.4 Application Submission 11
5.5 Application Questions 11
5.6 Amendment or Withdrawal of an Application 12
5.7 Iowa DOT Discretion 12
5.8 Disqualification of Applications 13
5.9 Process for Clarification of Application Information 13

5.10 Disposition of Applications and Copyrights 13
6.0 Evaluation of Applications 14
6.1 Evaluation Process 14
Step 1: Responsiveness Check 14
Step 2: Technical Application Scoring Criteria and Evaluation 14
Step 3: Cost Proposal Evaluation 18
Step 4: Site Location Efficiency Evaluation 18
Step 5: Final Score Tabulation 18
Step 6: Award 19
6.2 Application Irregularities and Clarifications 19
7.0 Post-Award 19
7.1 Execution of Agreement 19
7.2 Reimbursement Mechanism 20
7.3 Pay for Performance 20
7.4 Reasonable Return on Investment 21

1.0 OVERVIEW

1.1 Background

Congress passed the Bipartisan Infrastructure Law (BIL), also referred to as the Infrastructure Investment and Jobs Act (IIJA), on November 15, 2021, which included the **National Electric Vehicle Infrastructure (NEVI) Formula Program.** The NEVI Formula Program provides dedicated funding to construct electric vehicle (EV) charging infrastructure across the country, establishing a network.

The NEVI Formula Program supports the acquisition, installation, operation, and maintenance of direct-current, fast-charging (DCFC) infrastructure. Starting in 2022, Iowa was eligible for $51,374,369 in NEVI Formula funds over a 5-year period. Iowa's formula allocations thus-far include $7,604,168 in federal fiscal year (FFY) 2022, $10,942,483 in FFY 2023, and an anticipated $10,942,559 in FFY 2024. The first round of funding awards issued by the Iowa Department of Transportation (Iowa DOT) are expected to include between 2 and 3 fiscal years' of funding allocations.

1.2 Introduction

Iowa DOT is seeking Applicants for this Notice of Funding Opportunity (NOFO) to participate in the deployment of NEVI-compliant charging infrastructure across the state. The NOFO published under this competitive selection provides available funding for updates to existing EV charging sites and new EV charging sites along identified Alternative Fuel Corridors (AFC) that meet the NEVI Formula Program requirements.

Iowa DOT's goal is to deploy EV charging infrastructure strategically to support the development of convenient, accessible, reliable, and equitable EV charging infrastructure along the designated AFCs.

This NOFO focuses on design, construction, acquisition, installation, operations, maintenance, and ownership of EV charging infrastructure at locations near the interstate system where there is a lack of EV charging sites (Priority Zone Segments). Iowa DOT will not own or operate any of the EV charging infrastructure. The EV charging infrastructure and project sites will not be located within state-owned right-of-way. This NOFO includes requirements for DCFC equipment, site selection, installation, operations and maintenance, and reporting.

This NOFO also includes information on the process by which competitive selections will be awarded, funding match levels and requirements, project eligibility, funding priorities, activities eligible for reimbursement, and other information that will help Applicants plan their project and submit an application.

2.0 ATTACHMENTS AND REFERENCE DOCUMENTS

2.1 Attachments

The following attachments are incorporated into and made part of this NOFO by reference:

- Attachment 1 – Technical Requirements
- Attachment 2 – Scope of Work
- Attachment 3 – Technical Application Form
- Attachment 4 – Cost Proposal Form
- Attachment 5 – Utility Data Request Form
- Attachment 6 – Draft Agreement
- Attachment 7 – Wage Rates
- Attachment 8 – FHWA Form 1273
- Attachment 9 – Example Letter of Credit

2.2 Reference Documents

Applicants are urged strongly to conduct their due diligence as it relates to the NEVI Formula Program and the federal, state, and local laws that apply to this funding. The following reference documents are available: **National Electric Vehicle Infrastructure Standards and Requirements, Federal Highway Administration (FHWA) NEVI Program Guidance, Bipartisan Infrastructure Law NEVI Program Fact Sheet,** and **FHWA NEVI Program Frequently Asked Questions**. Applicants are also encouraged to review Iowa DOT's **NEVI program website,** and the **final Iowa Electric Vehicle Implementation Deployment Plan (EVIDP) and subsequent updates.**

3.0 APPLICANT ELIGIBILITY

3.1 Eligible Applicants

Eligible Applicants for this funding opportunity include, but are not limited to:

- For-profit businesses
- Privately owned electric utilities
- Non-profit organizations
- Teaming partnerships that include the above eligible entities as well as governmental entities and municipal utilities. A clear primary Applicant and point of contact are required.

3.2 Ineligible Applicants

Ineligible Applicants include:

- Governmental entities cannot be the Primary Applicant, but they can be part of a teaming partnership.
- Municipal utilities cannot be the Primary Applicant, but they can be part of a teaming partnership.
- Entities or individuals who are currently suspended or debarred by the state of Iowa or the federal government.

3.3 Application Limitations and Requirements

Each application can include only one charging site. Primary Applicants may submit more than one application, but cannot submit more than one application per interstate exit.

4.0 ELIGIBLE PROJECTS

4.1 Project Requirements

The NEVI Formula Program aims to establish a DCFC infrastructure network consisting of sites with a minimum of four ports capable of continuous charging at 150 kW concurrently. These sites shall be located no farther than 50 miles apart and shall not be located more than 1 driving mile from an AFC.

Funding for any agreement resulting from this NOFO will be paid entirely from NEVI Formula funds. All applicable requirements of Title 23 United States Code (U.S.C.) and 2 Code of Federal Regulations (CFR) Part 200 apply to the administration of these funds. This includes, but is not limited to, 23 CFR 680; FHWA 1273; the Davis-Bacon Act; Attachment 7, Wage Rates; the Americans with Disabilities Act of 1990 (ADA); Title VI of the Civil Rights Act of 1964; the National Environmental Policy Act of 1969 (NEPA); and the Build America, Buy America (BABA) Act. BABA applies to all EV infrastructure equipment, transformers, construction materials, etc. EV chargers funded under any agreement resulting from this NOFO will be covered by the **Build America, Buy America (BABA) Implementation Plan to Enhance Buy America for Electric Vehicle (EV) Chargers.** In addition to these requirements, the Awardee must comply with all other applicable federal, state, and local laws, standards, and requirements.

The Awardee will be required to provide at least a 20 percent contribution (Applicant Cost Share) in dollars to the overall project costs authorized by an Agreement between the Awardee and Iowa DOT.

4.2 Priority AFC Zones

At the request of Iowa DOT and the Iowa Economic Development Authority, FHWA has designated several AFCs within the state of Iowa (**Figure 1**). These designations are a result of demonstrated local interest, demand for charging stations along these corridors, and regional EV travel and traffic counts. For these corridors to be considered ready for long distance EV travel, EV charging sites must be located at intervals of 50 miles or less along the corridor and within 25 miles of the end of a corridor.

This NOFO includes Iowa DOT's Phase 1 deployment, which focuses on Iowa's AFCs: Interstate 29 (I-29), Interstate 35 (I-35), Interstate 80 (I-80), and Interstate 380 (I-380). Iowa DOT has identified 16 priority zones, listed in **Table 1**. These 16 zones represent the areas where one NEVI charging station could be located to build out the AFC in the most efficient manner. According to the scoring criteria defined in Section 6, applications for sites identified within these zones will be given additional points during evaluation. However, Applicants are not required to submit an application for a site located within these 16 priority AFC zones. Iowa DOT will accept site applications at any interchange along any of the AFCs identified in **Figure 1**, as long as the site application meets the requirements defined in this NOFO, including being located within 1 driving mile of the AFC.

Iowa DOT expects to award as many sites as possible with the funding available for Phase 1 with no minimum or maximum award size per site. Iowa DOT reserves the right to make more or fewer awards

upon receiving the full pool of applications and assessing the program's needs in relation to the objectives. To achieve the most efficient build out, Iowa DOT's specific location objectives for Phase 1 include:

- Not funding more than one site at an individual interchange,
- Maximizing coverage of the AFCs per the 50-mile and 25-mile spacing requirements,
- Minimizing overlapping coverage areas per the 50-mile spacing requirement.

Figure 1: Iowa AFC Corridors and Identified Zones

Table 1: Priority Zones

ZONE	CORRIDOR	INTERCHANGE EXITS WITHIN ZONE
1	I-29	1, 10, 15, 20, 24
2	I-29	105, 112, 120
3	I-29	141, 143, 147A, 147B, 148, 149, 151
4	I-35	12, 18, 22
5	I-35	34, 36, 43, 47, 52, 56

ZONE	CORRIDOR	INTERCHANGE EXITS WITHIN ZONE
6	I-35	113, 116, 123, 124
7	I-35	147, 151, 159
8	I-35	188, 193, 194, 197
9	I-80	34, 40, 46
10	I-80	75, 76, 83, 86, 88
11	I-35, I-80	135, 136, 90, 92, 141
12	I-80	173, 179, 182
13	I-80	244, 246, 249, 254, 259, 265, 267, 271
14	I-80	284, 292, 295B, 301, 306
15	I-380	49, 55, 62, 66, 68, 70, 72
16	I-380	22, 23, 24A, 24B, 25

4.3 Eligible Costs

Awardees will be reimbursed for Eligible Costs according to the submitted Cost Proposal (Attachment 4). Applicants may apply for up to 80 percent federal cost share of the Eligible Costs, with a minimum required match of 20 percent from non-federal sources. The remaining project costs are the Applicant's responsibility. Eligible Costs are expenses deemed to be eligible by 23 CFR 680.

To be considered directly related to the operation of an EV charging station, items must be a necessary component in the EV charging station operations, be a necessary component to connect the EV charging station to the electricity source (or to supply power from the electricity source), enable management of electricity demand or back-up availability (if applicable), provide eligible signage to direct EVs to the charging station, or provide information to EV users about charging station use. This includes costs of new public EV charging stations and upgrades to existing EV charging stations.

Examples of Eligible Costs include:

1. Costs for purchase or lease of real estate
2. Costs for pre-construction work including environmental documents and studies, preliminary engineering, and related work
3. Construction costs (as defined under 23 U.S.C. 101(a)(4)) related directly to EV charging station
4. Costs for planning, permitting, acquisition, and installation of on-site distributed energy resource equipment (e.g., stationary batteries)
5. Costs to purchase or lease and install on-site electric service equipment (e.g., power meter, transformer, switch gear)

6. Costs of minor electric service and distribution grid updates (work necessary to provide adequate service and connect a charging station to the electric grid distribution network, similar to extending or upgrading existing power lines)
7. Costs to install signage at site
8. Costs for workforce development activities
9. Costs to procure, install, repair, upgrade, and/or replace existing EV charging equipment to meet NEVI minimum standards and requirements
10. Costs to procure and set up EV charging equipment related hardware and software
11. Costs to upgrade existing EV charging stations to meet ADA requirements
12. Costs to purchase and install proprietary adapters, including additional connector types and/or adapters on the required four charging ports with CCS connectors
13. Costs to upgrade the project site to meet NOFO requirements
14. Operation and maintenance (O&M) costs up to $200,000 over the 5-year O&M period, including:
    a. Cellular network fees, internet service fees, or similar fees
    b. Hardware and software maintenance and repair costs, including service agreements with third-party contractors, charging equipment manufacturers, and warranties
    c. Costs for EV charging infrastructure data sharing and reporting. This includes, to the extent practicable, costs related to the specific data sharing requirements of this program as well as costs of data sharing for all chargers and charging activities on the EV network
    d. Costs for electricity demand
    e. Costs for operations and maintenance of the EV project site, including snow, trash, and recycling removal
    f. Other necessary operating costs deemed eligible by 23 CFR 680

4.4 Ineligible Costs

Ineligible Costs are expenses deemed to be ineligible by 23 CFR 680 as well as other applicable federal, state, and local laws.

Ineligible costs include, but are not limited to:

1. Costs incurred prior to a fully executed agreement with Iowa DOT
2. Costs not related directly to vehicle charging
3. Costs for lobbying, or for the intervention in state, federal regulatory, or adjudicatory proceedings
4. Costs for construction or general maintenance of building and parking facilities (if not related directly to vehicle charging)
5. Costs of major grid upgrades (longer line extension or upgrades, improvements to offsite power generation, bulk power transmission, or substations)
6. Costs for additional ports or chargers that are not compliant with 23 CFR 680
7. Level 2 chargers if reimbursement is sought for the Level 2 chargers
8. Utility service upgrade costs covered by the utility
9. Costs covered by programs or tariff rules of the electric utilities
10. Costs for research projects
11. O&M costs above $200,000 over the 5-year O&M period

5.0 HOW TO APPLY

5.1 General Application Requirements

Applicants are responsible for conducting their due diligence, including understanding all terms and conditions of the NOFO documents and applicable federal, state, and local laws. **It is recommended that Applicants thoroughly review the reference documents listed in Section 2.2.** Questions should be submitted to Iowa DOT according to the instructions in this NOFO.

5.2 Application Contents

To apply, submit the following application materials, which can be found at **iowadot.gov/iowaevplan.**

Each application must include the following completed Attachments and documents, as described further in this NOFO, and in the format identified:

- Attachment 3, Signed Technical Application Form, including all required information detailed in Attachment 3 (Searchable PDF format)
- Attachment 4, Signed Cost Proposal Form (Excel format)
- Attachment 5, Completed Utility Data Request Form (Searchable PDF format)
- Letter from the Site Owner (Searchable PDF format)
- Letter from Bank or Financial Institution (Searchable PDF format)
- Acknowledgement of FHWA Form 1273 (Searchable PDF format)
- Acknowledgement of all issued addendums (format to be detailed in addendum)

Note: All submitted PDFs shall be searchable and not obfuscated, including images from scanned print-offs. Any application that contains a PDF that is obfuscated and not searchable may be deemed non-responsive.

5.2.1 Technical Application Form

Applicants must complete each section of Attachment 3, Technical Application Form, and provide all required information and documents. Links to information outside of the form shall not be used and will not be reviewed. No macros are allowed. The minimum font size is 10-point font. The page size shall be 8.5 x 11 inches. Larger 11 x 17-inch pages are allowed for drawings or graphics and will count for two pages. The maximum number of pages shall be thirty (30) typed pages including text, graphics, tables, charts, and photographs. Resumes for key personnel may be attached to the form. Resumes shall be limited to two pages per resume. Resumes do not count toward the 30-page limit. No more than five resumes are permitted per application.

5.2.2 Cost Proposal Form

Applicants must provide a completed Attachment 4, Cost Proposal Form. An Applicant must enter the required information in the Cost Proposal Form and shall not change any formula within the form. The Cost Proposal Form will calculate the Applicant's Maximum Total Project Reimbursement and will be used to establish the maximum budget for the Project. Within Attachment 4, Cost Proposal Form, each Applicant is required to follow the instructions provided in the attachment and provide the following:

- The Requested Reimbursement (%) for capital costs, which shall not exceed 80 percent
- The Requested Reimbursement (%) for O&M costs, which shall not exceed 80 percent or an amount totaling $200,000 over the 5-year O&M period, whichever is less
- The Project Costs for each cost item, as identified in Attachment 4, Cost Proposal Form. Costs shall include only items eligible under the NEVI program, as defined in section 4.3, Eligible Costs

5.2.3 Letter from the Site Owner

The Applicant shall ensure public access to the proposed site 24 hours a day, 7 days a week, throughout the year, for the life of the Agreement, per 23 CFR Part 680. This shall include any property required for ingress and egress. A Letter from the Site Owner of the proposed site must be provided by each Applicant. The Letter must state the Site Owner's intent to make the proposed site available to the Applicant for the entire length of the proposed Agreement for the purpose of acquiring, constructing, installing, operating, and maintaining an EV charging station in accordance with 23 CFR 680 and all applicable laws and regulations. The Letter must state the Site Owner's intent to provide access to the Applicant, Iowa DOT, and their agents for the entire length of the Agreement. The Letter from the Site Owner shall address what occurs if either party becomes in default with either the Site Host Agreement or the Agreement the Awardee has with Iowa DOT. The Letter from the Site Owner shall also include the property record from the appropriate County Assessor's webpage to demonstrate proof of ownership. If the proposed site is controlled via a long-term lease, the lessee must provide a similar letter stating their intent to provide access to the site, as described above, as well as a copy of the lease highlighting the section of the lease that gives them the right to agree to the terms of the proposed Site Host Agreement. Iowa DOT reserves the right to determine the sufficiency of the Letter. The Letter from the Site Owner will not be scored, but will be part of the non-technical responsiveness check.

5.2.4 Letter from Bank or Financial Institution

The Applicant shall provide a signed letter from a bank or financial institution stating that, if the Applicant is selected to receive an award, the Applicant will be able to provide the required Letter of Credit at the time of execution of the Agreement. If the Applicant is submitting multiple applications in response to this NOFO, the letter shall confirm the Applicant's ability to secure all individual Letters of Credit required for all submitted Applications, should the Applicant be awarded funding for all submitted sites. The Letter of Credit will be required at the time of the execution of the Agreement for an amount equal to 60 percent of the Maximum Total Project Reimbursement. After each successful year of O&M, the total amount of the Letter of Credit can be reduced by 20 percent of the original amount following notification from Iowa DOT. The Letter of Credit will be drawn upon in the event of default by the Applicant. An example Letter of Credit can be found in Attachment 9, Example Letter of Credit. Iowa DOT reserves the right to determine the sufficiency of the letter. The Letter from Bank or Financial Institution will not be scored, but will be part of the non-technical responsiveness check.

5.2.5 Utility Data Request Form

The Applicant shall provide a completed Attachment 5, Utility Data Request Form. In the event that a utility is non-responsive to the Applicant's request to complete the relevant sections of the Utility Coordination Form or does not provide all the requested information, the Applicant shall provide as much

information as they are able and shall provide proof of attempts to contact the utility. The Utility Data Request Form will not be scored, but will be part of the non-technical responsiveness check.

5.3 Application Timeline

The timeline below outlines the activities and corresponding dates that must be met by all Applicants. Iowa DOT may update this timeline and will notify participants by posting an addendum on **iowadot.gov/iowaevplan**. It is the Applicant's responsibility to refer to **iowadot.gov/iowaevplan** on a regular basis for such updates.

Applications received after the deadline will be deemed ineligible and will not be reviewed. Incomplete applications may be disqualified from consideration. Iowa DOT is not responsible for any errors or delays caused by technical difficulties resulting from emailing applications.

ACTIVITY	DATE	TIME	DETAILS
NOFO Advertisement	12/14/2023	NA	**iowadot.gov/iowaevplan**
Question & Answer Period	Rolling 45 day window (12/14/2023 – 2/2/2024)	NA	Email to: ***iowanevi.nofo@iowadot.us***
Answers posted	Weekly	NA	**iowadot.gov/iowaevplan**
Applications Due	3/13/2024	5pm CT	Email to: ***iowanevi.nofo@iowadot.us***
Notice of Award (anticipated)	Approximately 120 days after application window closes		**iowadot.gov/iowaevplan** and by Email
Execution of Agreement (anticipated)	Approximately 45 Days after Award Date (Includes all requirements outlined in section 7.1 below)		To be detailed in Notice of Award

5.4 Application Submission

Applicants shall submit the signed, completed application, with the required contents noted in section 5.2, Application Contents (Technical Application Form, Cost Proposal Form, Letter from the Site Owner, signed Federal Form 1273, acknowledgement of addendum[s]), as separate attachments and in the file format noted above to iowanevi.nofo@iowadot.us. The email subject line shall be **Applicant name — Iowa NEVI, AFC I-#, Exit #.** Iowa DOT has a 20 MB limit on incoming e-mails. Attachments can be zip files. Multiple emails can be sent to submit the application if the 20 MB limit will be exceeded; however, the email sequence (i.e., 1 of 3, 2 of 3, etc.) must be included in each subject line.

5.5 Application Questions

Questions or requests for clarification about this NOFO may be submitted in writing via email to iowanevi.nofo@iowadot.us. Verbal or audio recorded questions will not be addressed. Applicants shall not contact any other Iowa DOT personnel, consultants, or agents regarding this NOFO from the date of advertisement until an award is issued by Iowa DOT. Violation of this section by an Applicant may be

grounds for rejecting any application(s) from that Applicant. Iowa DOT will respond to questions on a rolling basis during the Question and Answer Period referenced in section 5.3.

Iowa DOT reserves the right to amend this NOFO at any time by addendum. If an addendum is issued after the closing date for receipt of applications, Iowa DOT may, in its sole discretion, allow Applicants to amend their project applications in response to the addendum, if necessary. Applicants shall acknowledge all addendums in writing, per the instructions included in the addendums. Failure to review and acknowledge all addendums may be grounds for rejection of an application and may be deemed non-responsive.

Any person requiring a special accommodation due to a disability should contact Iowa DOT by email at ***iowanevi.nofo@iowadot.us*** for assistance with this NOFO at least five (5) business days prior to the activity or action for which assistance is needed.

Questions should be addressed via email with the following information. Questions that do not identify all of the requested information will not be addressed.

- NOFO Document Name
- NOFO Document Section #
- NOFO Document Page #
- Question(s)

5.6 Amendment or Withdrawal of an Application

Applicants may withdraw or amend and resubmit project applications at any time before the deadline. The amended application or withdrawal must be in writing, with an Applicant Authorized Signature consistent with the original submission.

5.7 Iowa DOT Discretion

Iowa DOT reserves the right to reject any or all applications at any time prior to the execution of an Agreement.

Iowa DOT is not obligated to fund an application from an Applicant that has demonstrated marginal or unsatisfactory performance on previous competitive selections or contracts with Iowa DOT or other state agencies.

Iowa DOT reserves the right to verify information contained in the application. This may include using publicly available information and other outside sources to evaluate the Applicant's performance under other contracts.

5.8 Disqualification of Applications

Iowa DOT may outright reject or may not evaluate applications for any one of the following reasons:

- The Applicant fails to deliver the application by the due date and time
- The Applicant acknowledges that a requirement of the application cannot be met
- The application materially changes a requirement of this NOFO or the application is not compliant with the requirements of this NOFO
- The application limits the rights of Iowa DOT
- The Applicant fails to submit a timely response to Iowa DOT's request for information, documents, or references
- The Applicant fails to include an authorized signature
- The Applicant presents the information requested by this NOFO in a format inconsistent with the instructions of the NOFO or otherwise fails to comply with the requirements of the NOFO, including but not limited to failing to provide all required information
- The Applicant provides misleading or inaccurate responses
- The application includes conditional offers or non-committal language
- There is insufficient evidence (including evidence submitted by the Applicant) to satisfy Iowa DOT that the Applicant is properly qualified to meet the requirements of the NOFO or application
- The proposed project(s) are not in compliance with applicable state and federal statutes and rules
- The Applicant has a conflict of interest including, but not limited to, consultants or sub-consultants who assisted Iowa DOT in the preparation of these documents

5.9 Process for Clarification of Application Information

Iowa DOT reserves the right to contact an Applicant after the submission of an application for the purpose of clarifying the application to ensure mutual understanding. Iowa DOT will not consider information received if the information materially alters the content of the application or alters the type of project the Applicant is proposing. Failure to comply with requests for additional information may result in rejection of the application as non-compliant.

5.10 Disposition of Applications and Copyrights

All applications become Iowa DOT property and will not be returned to the Applicant at the conclusion of the selection process. Contents of all applications will be in the public domain and open for inspection by interested parties, subject to Iowa Code Chapter 22 and other applicable laws.

The Applicant agrees that Iowa DOT may copy the application for purposes of facilitating the evaluation of the application or to respond to requests for public records. By submitting an application, the Applicant consents to such copying and warrants that such copying will not violate the rights of any third party.

6.0 EVALUATION OF APPLICATIONS

6.1 Evaluation Process

Iowa DOT will use the following process to evaluate applications.

Step 1: Responsiveness Check

All applications will be reviewed for responsiveness (Responsiveness Check) to confirm the application meets the NOFO requirements. The Responsiveness Check is a two-step, pass/fail assessment. The first step is a Non-Technical Responsiveness Check. Applications that fail the Non-Technical Responsiveness Check will be determined to be non-responsive and will not be evaluated further. An Applicant or application may be determined to be non-responsive if it fails to meet one or more of the requirements outlined in Section 2 of Attachment 3, Technical Application Form.

The second step is a Technical Responsiveness Check. Applications that fail the Technical Responsiveness Check will be determined to be non-responsive and will not be evaluated further. An Applicant or application may be determined to be non-responsive if it fails to meet one or more of the requirements detailed in Section 3 of Attachment 3, Technical Application Form.

Step 2: Technical Application Scoring Criteria and Evaluation

For the purpose of evaluating Technical Applications, Iowa DOT will establish a Review Committee made up of no less than three members. Applications that pass the Responsiveness Check will be evaluated and scored by the Review Committee on a competitive basis according to the scoring criteria and point maximums provided in the table below.

TECHNICAL SCORING CRITERIA[1]	MAXIMUM POINTS POSSIBLE (150 TOTAL)
1. Applicant Background, Experience, and Team Organization	**30**
Applicant Team Organization: Describe the Applicant team organization per Attachment 3, Technical Application Form.	5
Approach to Project Management: Describe the approach to project management per Attachment 3, Technical Application Form.	5
Prior Experience with 50 kW or higher Port Past Projects: Provide prior EV Charging experience per Attachment 3, Technical Application Form. • 10 pts for 16+ Projects • 5 pts for 11–15 Projects • 3 pts for 1–10 Projects • 0 pts for 0 Projects	10
Prior System Performance: Provide prior system performance of projects noted in response to the above and per Attachment 3, Technical Application Form. • 10 pts for 97%+ • 5 pts for 90–96% • 3 pts for 85–89% • 0 pts for below 85% or no prior experience	10
2. General Project Approach and Understanding	**25**
Project Approach and Understanding: Describe the general project approach and understanding per Attachment 3, Technical Application Form.	10
Approach to Permitting and Utility Coordination: Describe the approach to permitting and utility coordination per Attachment 3, Technical Application Form.	5
Approach to Operations and Maintenance: Describe the approach to operations and maintenance per Attachment 3, Technical Application Form.	5
Approach to Cybersecurity and Data Management: Describe the approach to cybersecurity and data management per Attachment 3, Technical Application Form.	5

TECHNICAL SCORING CRITERIA[1]	MAXIMUM POINTS POSSIBLE (150 TOTAL)
3. Site Proposal	**60**
Distance to AFC interchange: • Less than 0.25 mile: 10 points • 0.25–0.50 mile: 5 points • 0.50–0.75 mile: 2 points • More than 0.75 mile to 1 mile: 1 point	10
Site is located within an identified Priority Zone Segment	15
Proposed Site Details, Design, and Layout and Area Map: Describe the proposed site details, design, layout, and area map and identify each item clearly in a Preliminary Site Design and Layout or Area Map as described in Attachment 3, Technical Application Form.	15
Primary Amenities: 2 points for each of the following publicly and ADA-accessible applicable items within 500-foot walking distance. • Retail (extra point if available 24/7) • Restaurant (extra point if available 24/7) • Cover/shade above chargers • Space for pull-through passenger trucks pulling trailers • Spare parts on-site (e.g., cables, connectors) • Wi-Fi coverage of EV users	14
Additional Amenities: 1 point for each of the following publicly and ADA-accessible applicable items within 500-foot walking distance. • Dog park • Playground area • Squeegee • Emergency call boxes • Seating/benches • Additional parking spaces for overflow	6

TECHNICAL SCORING CRITERIA[1]	MAXIMUM POINTS POSSIBLE (150 TOTAL)
4. Innovation and Resiliency	**15**
Approach to Site Resiliency: Describe the approach to site resiliency per Attachment 3, Technical Application Form.	5
Resiliency: 1 point for each of the following criteria. • Back-up power • Undergrounding of lines/conduits • Energy storage • Environmental hardening • Future proofing (battery storage, expansion plans, medium/heavy duty upgrades, etc.)	5
Approach to Innovation: Describe the approach to innovation per Attachment 3, Technical Application Form.	5
5. Workforce, Equity, and Rural Considerations	**20**
Approach to Workforce: Describe the approach to workforce per Attachment 3, Technical Application Form.	4
Equity and Disadvantaged Community (DAC) Considerations: Describe the approach to equity and DAC considerations per Attachment 3, Technical Application Form.	4
Project is located within 1 mile of a DAC or historically disadvantaged community	4
Rural Considerations: Describe the approach to rural considerations per Attachment 3, Technical Application Form.	4
Small Business: Describe the approach to working with small businesses per Attachment 3, Technical Application Form.	4

[1]***Additional details can be found in the Application Form.***

The Technical Score will be calculated by the Review Committee.

Step 3: Cost Proposal Evaluation

The Cost Score for each Cost Proposal will be calculated according to the formula detailed below.

SCORING CRITERIA – COST PROPOSAL	MAXIMUM POINTS POSSIBLE
6. Cost Proposal	**25**
The Cost Proposal will be evaluated based on the Applicant's Maximum Total Project Reimbursement, as calculated and defined in Attachment 4, Cost Proposal. The lowest Maximum Total Project Reimbursement will receive a total of 25 points. All other Cost Proposals will be normalized according to the following calculation: $Cost\ Score = \frac{Lowest\ Maximum\ Total\ Project\ Reimbursement\ from\ all\ Responsive\ Applicants}{Maximum\ Total\ Project\ Reimbursement\ from\ Applicant} \times 25$	25

Step 4: Site Location Efficiency Evaluation

The Initial Score for each responsive application will be calculated by adding the Technical Score to the Cost Score. The maximum Initial Score for any application is 175 points. Applications that are within 25 points of the highest scoring application for each identified Priority Zone Segment will then be evaluated and scored by the Review Committee on a competitive basis according to the scoring criteria and point maximums provided in the table below.

SCORING CRITERIA – SITE LOCATION EFFICIENCY	MAXIMUM POINTS POSSIBLE
Proposed Site Location Efficiency: Iowa DOT will review site geography across the state to result in an efficient distribution of projects that will serve the NEVI program purpose and Iowa's stated location objectives for Phase 1. Points will be assigned based on Iowa DOT's analysis, which values a network of charging sites that maximizes AFC coverage while minimizing overlapping coverage areas. This includes: • Not funding more than one site at an individual interchange • Maximizing AFC coverage per the 50-mile and 25-mile spacing requirements • Minimizing overlapping coverage areas per the 50-mile spacing requirement	25

Step 5: Final Score Tabulation

The Final Score for each responsive application will be calculated by adding the Initial Score to the Site Location Efficiency Score. The maximum Final Score for any application is 200 points.

The Review Committee will finalize all award decisions and submit a report to the Iowa Transportation Commission (ITC). Iowa DOT has final decision-making authority to award an Agreement to the selected Applicants.

Step 6: Award

Iowa DOT will notify successful Applicants and will post the intent to award on ***https://iowadot.gov/iowaevplan.*** The notices for intent to award will be posted for 10 days after which the successful Applicants will be sent a full notice of award. An Agreement may be awarded to a responsive application that has been approved by the Review Committee.

6.2 Application Irregularities and Clarifications

Iowa DOT has the authority to reject any or all applications and to waive or allow corrections of any minor irregularity or non-material omission. Iowa DOT can request clarifications from Applicants and the answers must be provided in the format detailed and deadline provided by Iowa DOT. Applicant's answers and clarifications will become part of the application.

7.0 POST-AWARD

7.1 Execution of Agreement

The Applicant shall sign the Agreement within 45 calendar days of receipt of the Agreement. At the time of execution of the Agreement, the Applicant shall provide the following documents:

- Signed Site Host Agreement
  - The Site Host Agreement shall include proof of ownership and shall have an effective date no sooner than the date of execution of the Agreement, The Site Host Agreement must include agreement to the details outlined in Section 5.2.3, Letter from the Site Owner, and must address what occurs if either party becomes in default with either the Site Host Agreement or the Agreement the Awardee has with Iowa DOT.
- Signed Letter from the Utility
  - The Signed Letter from the Utility shall confirm that the utility will provide electrical service to the Applicant at the proposed site.
- Letter of Credit
  - The Letter of Credit shall include all language provided in Attachment 9, Example Letter of Credit, and shall have an effective date no sooner than the date of execution of the Agreement
- Proof of registration to do business in Iowa
- Any additional certificates or documents deemed necessary by Iowa DOT

Note: The Applicant cannot incur or agree to the payment of any costs to be requested for reimbursement prior to the execution of the Agreement.

Once the Applicant has provided the required documents outlined above, the Project will be considered funded and has commenced. Iowa DOT may rescind the award if the Applicant does not sign the Agreement and provide the required documents in a timely manner.

7.2 Reimbursement Mechanism

Awardees will be eligible to submit invoices for reimbursement in accordance with the following:

- **Capital Construction Payment**: Cost reimbursement may be claimed upon full compliance with and completion of Tasks 1, 2, 3, and 5 as detailed in Attachment 2, Scope of Work and Deliverables. Supporting documentation of actual costs incurred is required, including invoices and proof of payment for reimbursement of costs already paid by the Awardee.
    - **Capital Construction Payment Withholding:** Iowa DOT will withhold 40 percent of the total Capital Maximum Reimbursement Amount claimed. Of this Withholding, 20 percent will be released on an annual basis at the time of Annual O&M Payments, if all performance requirements and obligations of the Agreement are met.
- **Annual O&M Payment:** Cost reimbursement may be claimed for annual O&M costs upon annual compliance with and completion of Tasks 4 and 5, as detailed in Attachment 2, Scope of Work and Deliverables. The total reimbursement for O&M is capped at $200,000 over the 5 years of O&M. Supporting documentation of actual costs incurred is required.
- **Final Payment:** Cost reimbursement may be claimed for the final year of O&M costs and all remaining Withholding upon annual compliance with and completion of Tasks 4, 5, and 6, as detailed in Attachment 2, Scope of Work and Deliverables. Supporting documentation of actual costs incurred is required.

Iowa DOT will only pay up to the Maximum Total Project Reimbursement detailed in the Cost Proposal Form during the application process and all costs will be finalized in the final Agreement.

7.3 Pay for Performance

Additionally, pay-for-performance approach shall be incorporated into the payment mechanism, incentivizing optimal performance of the charging stations, specifically meeting the 97percent uptime requirement per port as required by 23 CFR 680.

- During the O&M period, the following deductions will occur from the annual O&M payment when claims for reimbursement are submitted:
    - For every percentage point, or fraction thereof, that the 97 percent uptime is not met on a per-port basis, per the NEVI Rule, $1,000 will be deducted from that year's O&M payment.
    - If there is no remaining O&M payment for the deduction to be subtracted from, the amount will be deducted from the remaining Withholding.
    - Once deducted, the funds can never be reclaimed.

7.4 Reasonable Return on Investment

The Awardee is not allowed to make more than a Reasonable Return on Investment on the Project. Reasonable Return on Investment on the project is defined as no more than 15 percent annual profit on the Project. This Profit is defined as the remainder of all revenue received from the operation of the Project and reimbursements (Total Revenue) after all eligible expenses have been deducted. For this calculation only, the Total Capital Costs of the project shall be applied as an expense divided equally between the first 5 years.

$$Profit\ \% = \frac{(Revenue\ from\ Operations + Reimbursements) - (Eligible\ Expenses + \frac{Total\ Capital\ Costs}{5})}{Eligible\ Expenses + \frac{Total\ Capital\ Costs}{5}} \times 100\%$$

Revenue: Revenue received from the operation of the Project and Reimbursements

Expense: All eligible expenses (reimbursable or non-reimbursable) and 20 percent of the Total Capital Costs.

Any profit over 15 percent must be returned to Iowa DOT. The Awardee shall provide a signed letter with each invoice stating the amount of profit earned. If more than 15 percent profit was earned, the difference will be subtracted from the amount owed to the Applicant. Iowa DOT may ask for the Awardee to provide documentation as to the amount of profit earned.